

AUTOMOTIVE
SECTION

Trucks Are Better Than Railroads For Short Hauls

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WATCH THIS SPACE



AUTO

The completed ad will appear in the Automotive Section of The Washington Times, April 24th, 1920.

Send All Answers to Box A-63
The Washington Times

Three prizes will be given to the lucky winners who send in the correct answers to the completed name a part of which is here reproduced

MOTOR TRUCK FIELD
LIES IN SHORT HAUL

Auto Will Never Compete With
Railroads in Long Trips,
Says Expert.

By EDWARD HUNGERFORD.
Of all the many modern modes of transport, the most fascinating today is the motor truck. In national interest—perhaps even in national possibility—it even exceeds ships and shipping. For ships do not penetrate into the heart of Ohio or Kansas or North Dakota. Motor trucks do. The hum of their engines is heard in every corner of the land; and almost every county of its hinterland as well. It is all but omnipresent. And its warmest enthusiasts only halt their prophecies as to its future because of some unfortunate limitations of the English language.

In fact, and to put the matter frankly, I should say that the greatest danger that today confronted the motor truck as a national asset was coming from those same warm friends of it. These are the men who are already talking of successful motor truck routes from New York to Chicago or from Chicago to the Twin Cities, the Missouri river, or even Denver when, as a matter of actual fact, its actual economies for use in continuous runs of more than a hundred miles have never been proved to the satisfaction of its own builders.

MILLER
COMPANY

Announces the opening of their repair shop, under the personal supervision of Mr. CHARLES W. MILLER, formerly Master Mechanic of the OLDSMOBILE SALES COMPANY. We solicit repair work in general and Mr. MILLER'S long experience with the OLDSMOBILE particularly fits our shop in handling the repairs on this make of Passenger Car and Truck. Most careful attention to all repair work.

Miller Company
Rear 727 17th St. N.W.
Phone Franklin 1059

These men not only bring ridicule upon a form of transport, which in its own fields, is without a serious rival, to say nothing of being without a peer, but they actually form a serious stumbling block to the motor truck in its own fields of greatest opportunity.

Short Haul Is Motor Field.

If you were to ask me what I considered such fields, I should quickly reply by saying that I never have considered the motor truck as a serious rival of the railroad—in long-haul traffic. Under stress and emergency it has done wonders—even in the long-haul. But it seems absurd to say that it can compete with the railroad under ordinary conditions—to say nothing of the extraordinary conditions which oftentimes comes in our northern winters—for traffic moving a hundred or 150 miles or upward. The best of our modern freight trains will carry 5,000 tons—with a crew of five or six men. To move the same tonnage by motor truck would take a thousand trucks and a thousand drivers. In America, labor counts. And if you ask, how about the labor that maintains the railroad track, I will reply by asking how about the labor that maintains the highways. It is quite nearly so. And it would take a lot of labor upon the railroad to equalize that 994 excess of labor upon the 5,000-ton motor truck train.

Yet, on the other hand, we have in this country hundreds upon hundreds of small branch railroads whose very upkeep is almost always an embarrassment and an extravagance to the bigger roads that own them. The motor truck can do two things with these; it can either render their operation unnecessary by paralleling their service upon the highways nearby and so permit their rails to be taken up and used elsewhere, or else they can substitute flanged wheels for their tires and operate themselves upon those very rails, at a vast economy in cost and a great betterment in service rendered.

Need Feeder Lines.

Moreover, for each of these branch railroads which I have just mentioned, there are at least twenty other opportunities for the establishment of feeding lines up to the main stems or the more important branches of the standard steam railroads. It seems to me that there ought hardly to be a way station in any producing section of the entire United States which in five years hence was not served by at least one more rural express route, from five to ten or twenty or even forty or fifty miles in length. And scientific and efficient methods of operation for these should be studied out in experimental stations or schools with the least possible delay and laid down for the benefit of individual operators.

And that is not all that should be laid down. The road to the motor truck is as vital as the track to the locomotive. Yet, with all our blusterings and propaganda, with all of our five or six million pleasure motor cars, how little really good roads we have even now in this country. Out of more than \$600,000 appropriated by the States in 1919 for this purpose, only a little over \$137,000,000 was actually expended. For this rather marked fall-down there are

many reasons given—the railroad congestion preventing the prompt movement of road-building machinery and supplies, the labor shortage, labor unrest, and—politics. I think that the last comes nearest being the greatest trouble. Speaking broadly, we have not as yet been able to eliminate even petty politics from our road-making plans long enough to work out a scientific and embracing national scheme of highway construction. Certain towns and localities are favored over much, and certain to be favored. The butter is not spread even upon the bread. And little transportation progress results.

Most Roads Too Narrow.

There are, of course, engineering details snarled in the problem, some of which are still in the progress of solution. The greatest of these involves the width of American standard highways. The most of our roads are quite too narrow for any real volume of motor traffic. They congest too readily and so raise high the factors of congestion and of actual danger. If you had ever driven a motor car after dark from New York to Philadelphia along the Lincoln Highway in the days when motor trucking between those two cities was at its height you would appreciate the fullness of this problem.

With it is connected that of the traffic through cities and the larger towns. Not only does the local traffic of these places greatly hinder and retard the vehicle bound through, but there is a certain deep-rooted and logical objection on the part of their residents to having their main streets made into through freight routes. And any large increase in motor traffic must result eventually in the planning of detour routes through or around many of these communities—to the benefit of both the communities and the through traffic operators.

CYLINDER
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Standard and Oversized
Pistons, Rings,
Wrist Pins

Ford Repair Men
See us and learn something
to your advantage.

When thinking of Cylinder Grinding, think of us. Our long experience is at your disposal. Have it done by experts—it costs less.

Advice on motor troubles
gratis

BARBER & REED
1527 M Street N.W.
Phone M. 3631.
Crank Shaft Grinding

ADVICE FOR MOTORISTS
WHEN CAR IS LAID UP

When the owner finds it necessary to put his car out of commission for a protracted period—whether it be in the public garage or in his own—he should make it a point to observe a certain routine in preparing his car for its time of non-service, says a writer in the current issue of American Motorist.

First of all, the writer continues, the body and running gear should be washed with water and soap and the body polished with a chamomile skin. Then polish all bright metal trimmings and rub them over with an oiled or waxed rag. Drain the cooling system. Put some heavy oil into the cylinders and turn the engine over several times to distribute the heavy lubricant over the cylinder walls and into the piston ring grooves, etc. Remove the storage battery and have it charged. Connect the binding posts on the generator with a copper wire. Jack the car up so as to take the weight from the tires. Release the brakes. Raise the top, if yours is an open car; this will keep the top smooth. Finally cover the entire car with sheeting.

DON'T DO IT.

It is valuable to have a judicial decision to the effect that a motorist may call a traffic policeman a monkey; but it would not generally be advisable to do so.—American Motorist.

TWELVE MOTOR LINES.

A highway motors transportation company in Spokane, Wash., is operating twelve routes radiating in all directions from that city, serving 118 towns. The enterprise is regulated on a strictly railroad basis.

ANNOUNCEMENT.

I beg to advise my many friends whom I have served conscientiously that I have opened a very small but extremely loud accessory, gas, and oil service station on the road to Marlboro, La Plata, Chapel Point, and other points of interest in Maryland, at 629 Pennsylvania Avenue S. E.

Come in and say hello, even if you have no needs.

Respectfully yours,
W. H. SMITHDEAL.

Formerly with Central Auto Supply Co., 1004 Pa. Ave. N. W.

SOUTHEAST AUTO SUPPLY



The LORRAINE

Five-Passenger Touring and Roadster Models

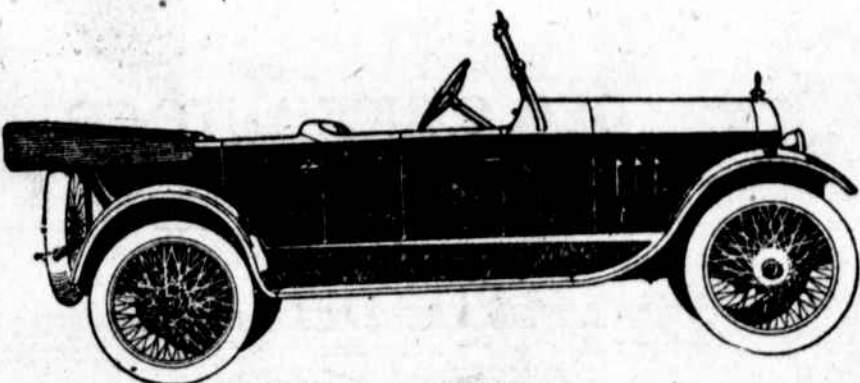
THE BEST OF THE FOURS

You will find in the Lorraine a car providing a maximum factor of safety, economy and riding comfort. The design embodies all that is at once distinctive and beautiful.

THE HENDRICK MOTOR COMPANY

Distributors LORRAINE, ECONOMY and JONES Cars

2424 Eighteenth St. N. W. Gish Garage, 17th and Yon N. W.



GEO. C. RICE AUTO CO.
1317-27 H St. Phone Main 754

S & M TIRE CO.

628 Penna. Ave. N. W.

Special Limited Allotment Sale on High-Grade Lehigh Tires and Tubes

THESE PRICES ARE MORE ELOQUENT THAN WORDS

RIBBED			NON-SKID			Special Sale on GRAY TUBES	
Size	Regular Price	Sale Price	Size	Regular Price	Sale Price	Size	Price
30x3	\$19.25	\$13.50	30x3	\$19.70	\$13.75	30x3	\$1.75
30x3½	\$22.65	\$16.00	30x3½	\$23.50	\$16.50	30x3½	\$2.00
32x3½	\$26.70	\$18.75	32x3½	\$28.00	\$19.75	32x3½	\$2.25
31x4	\$31.00	\$21.75	31x4	\$32.80	\$23.00	31x4	\$2.50
32x4	\$35.15	\$24.75	32x4	\$37.40	\$26.25	32x4	\$2.75
33x4	\$36.85	\$26.00	33x4	\$39.25	\$27.50	33x4	\$2.75
34x4	\$37.60	\$26.25	34x4	\$40.10	\$28.00	34x4	\$3.00
32x4½	\$46.50	\$32.50	32x4½	\$50.00	\$35.00	32x4½	\$3.25
33x4½	\$47.95	\$33.50	33x4½	\$51.60	\$36.25	33x4½	\$3.25
34x4½	\$49.45	\$34.75	34x4½	\$53.25	\$37.25	34x4½	\$3.50
35x4½	\$51.60	\$36.25	35x4½	\$55.65	\$39.00	35x4½	\$3.75
						36x4½	\$3.75
						35x5	\$4.00
						37x5	\$4.25

This is the Factory Guarantee, furnished you in writing, which is backed up by us.

We guarantee all Pneumatic Automobile Tires bearing the Lehigh Tire & Rubber Co. name and serial number to be free from imperfections in material and workmanship. Further, they are specially guaranteed against Bead Separation, Tread Separation, Fabric Separation, Mold Pinch or Buckle, and any Lehigh Tire sold the serviceability of which is impaired or reduced by such defect or fault will be adjusted with the purchaser on the proven average miles of service of 5,000.

S & M TIRE COMPANY

Special Attention Given
to Mail Orders

628 Pennsylvania Ave. N. W.

PHONE MAIN 1724

In order to supply the ever-increasing demand for Lehigh Tires (the Tire that is Conquering Washington), we have been allotted Two Thousand Lehigh Firsts, which we offer the Washington public

At a Reduction of

30 %

This is an unusual opportunity for the people of Washington and vicinity to fully equip their cars with these famous tires at these unheard of prices.

All Strictly Firsts—with 5,000-mile factory guarantee.

Buy now and save money. These are real values in tires that you cannot afford to miss.

When we have sold this allotment of 2,000 tires you will pay the regular prices.